



Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

COME AND HEAR

WISEMAN'S

Orchestra

12.45, 4.30 and 7.30

No. 18,920. 號十二百九千八第 日三十月二十年午戊 HONGKONG, TUESDAY, JANUARY 14TH, 1919. 二拜禮 號三十月正年八國民華中 PRICE, \$3. PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN TOMES & Co.,
General Managers. [90]

CAPE WHITE WINES.

DRAKENSTEIN
and
JAGGER CUP

Shipped by
J. SEDGWICK & CO., LTD.,

CAPE TOWN.

SOLE AGENTS:

CALDBECK,
MACGREGOR & CO.

4, QUEEN'S ROAD CENTRAL,

Telephone No. 78.

CARTRIDGES ARRIVED!!!

A large consignment of
SPORTING CARTRIDGES, principally loaded
with E. C. Powder.

HONGKONG SPORTING ARMS AND
AMMUNITION STORE,
5-6, Becclesfield Arcade. [77]

A LING & CO.

18, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE

Photographic Goods of Every Description
in Stock

Developing, Printing and Enlarging
Canton Marbles in Various Shades
Telephone 1418. [78]

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE

WEEK DAYS	
7.00 a.m.	to 8.00 a.m. Every 15 minutes
8.00 "	" " " " " "
9.30 "	" " " " " "
10.30 "	" " " " " "
11.30 "	" " " " " "
12.30 p.m.	to 1.30 p.m. " " " " " "
1.45 "	" " " " " "
2.00 "	" " " " " "
2.30 "	" " " " " "
3.00 "	" " " " " "
4.00 "	" " " " " "
5.00 "	" " " " " "
6.00 "	" " " " " "

6.50 p.m., 8.30 p.m., 10 p.m., 10.30 p.m.,
11.00 p.m., 11.30 p.m. and 11.45 p.m.
SUNDAYS.

Extra Cars 1.30 p.m. and 12.00 Midnight.

SUNDAYS.

SUNDAYS	
7.30 a.m.	to 10.30 a.m. Every 15 minutes
8.00 "	" " " " " "
10.30 "	" " " " " "
11.30 "	" " " " " "
12.30 p.m.	to 1.30 p.m. " " " " " "
1.45 "	" " " " " "
2.00 "	" " " " " "
2.30 "	" " " " " "
3.00 "	" " " " " "
4.00 "	" " " " " "
5.00 "	" " " " " "
6.00 "	" " " " " "

8.50 p.m., 9.30 p.m., 10 p.m., 10.30 p.m.,
11.00 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL GARB by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.

Season and punch tickets available for all
cars not already full running at the time
stated in the Company's timetables, but not
for special cars, can be obtained on applica-
tion at the Company's Office. No Season
tickets will be issued until payment therefor
has been made in Bank Notes or by Cheque
or Compost Order representing Bank
Notes.

JOHN D. HUMPHREYS & SON,
General Managers. [70]

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, NOVEMBER 7th, 1918, until further Notice.

DOWN TRAINS.

Stations	No. 1 Through Express	No. 2 Local	No. 3 Through Express	No. 4 Local	No. 5 Through Express	No. 6 Local	No. 7 Through Express	No. 8 Local	No. 9 Through Express	No. 10 Local
CANTON (Tai Shei Zuo)	dep.	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10
SEK LUNG	dep.	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20
Shum Chai	dep.	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30
Shing Shui	dep.	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40
Yuen Tai	dep.	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50
Yuen Tai	dep.	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00
Yuen Tai	dep.	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10
Yuen Tai	dep.	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20
Yuen Tai	dep.	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30
Yuen Tai	dep.	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40
Yuen Tai	dep.	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50
Yuen Tai	dep.	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00
Yuen Tai	dep.	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10
Yuen Tai	dep.	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20
Yuen Tai	dep.	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30
Yuen Tai	dep.	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40
Yuen Tai	dep.	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50
Yuen Tai	dep.	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00
Yuen Tai	dep.	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10
Yuen Tai	dep.	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20
Yuen Tai	dep.	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30
Yuen Tai	dep.	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40
Yuen Tai	dep.	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50
Yuen Tai	dep.	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	13.00
Yuen Tai	dep.	11.50	12.00	12.10	12.20	12.30	12.40	12.50	13.00	13.10
Yuen Tai	dep.	12.00	12.10	12.20	12.30	12.40	12.50	13.00	13.10	13.20
Yuen Tai	dep.	12.10	12.20	12.30	12.40	12.50	13.00	13.10	13.20	13.30
Yuen Tai	dep.	12.20	12.30	12.40	12.50	13.00	13.10	13.20	13.30	13.40
Yuen Tai	dep.	12.30	12.40	12.50	13.00	13.10	13.20	13.30	13.40	13.50
Yuen Tai	dep.	12.40	12.50	13.00	13.10	13.20	13.30	13.40	13.50	14.00
Yuen Tai	dep.	12.50	13.00	13.10	13.20	13.30	13.40	13.50	14.00	14.10
Yuen Tai	dep.	13.00	13.10	13.20	13.30	13.40	13.50	14.00	14.10	14.20
Yuen Tai	dep.	13.10	13.20	13.30	13.40	13.50	14.00	14.10	14.20	14.30
Yuen Tai	dep.	13.20	13.30	13.40	13.50	14.00	14.10	14.20	14.30	14.40
Yuen Tai	dep.	13.30	13.40	13.50	14.00	14.10	14.20	14.30	14.40	14.50
Yuen Tai	dep.	13.40	13.50	14.00	14.10	14.20	14.30	14.40	14.50	15.00
Yuen Tai	dep.	13.50	14.00	14.10	14.20	14.30	14.40	14.50	15.00	15.10
Yuen Tai	dep.	14.00	14.10	14.20	14.30	14.40	14.50	15.00	15.10	15.20
Yuen Tai	dep.	14.10	14.20	14.30	14.40	14.50	15.00	15.10	15.20	15.30
Yuen Tai	dep.	14.20	14.30	14.40	14.50	15.00	15.10	15.20	15.30	15.40
Yuen Tai	dep.	14.30	14.40	14.50	15.00	15.10	15.20	15.30	15.40	15.50
Yuen Tai	dep.	14.40	14.50	15.00	15.10	15.20	15.30	15.40	15.50	16.00
Yuen Tai	dep.	14.50	15.00	15.10	15.20	15.30	15.40	15.50	16.00	16.10
Yuen Tai	dep.	15.00	15.10	15.20	15.30	15.40	15.50	16.00	16.10	16.20
Yuen Tai	dep.	15.10	15.20	15.30	15.40	15.50	16.00	16.10	16.20	16.30
Yuen Tai	dep.	15.20	15.30	15.40	15.50	16.00	16.10	16.20	16.30	16.40
Yuen Tai	dep.	15.30	15.40	15.50	16.00	16.10	16.20	16.30	16.40	16.50
Yuen Tai	dep.	15.40	15.50	16.00	16.10	16.20	16.30	16.40	16.50	17.00
Yuen Tai	dep.	15.50	16.00	16.10	16.20	16.30	16.40	16.50	17.00	17.10
Yuen Tai	dep.	16.00	16.10	16.20	16.30	16.40	16.50	17.00	17.10	17.20
Yuen Tai	dep.	16.10	16.20	16.30	16.40	16.50	17.00	17.10	17.20	17.30
Yuen Tai	dep.	16.20	16.30	16.40	16.50	17.00	17.10	17.20	17.30	17.40
Yuen Tai	dep.	16.30	16.40	16.50	17.00	17.10	17.20	17.30	17.40	17.50
Yuen Tai	dep.	16.40	16.50	17.00	17.10	17.20	17.30	17.40	17.50	18.00
Yuen Tai	dep.	16.50	17.00	17.10	17.20	17.30	17.40	17.50	18.00	18.10
Yuen Tai	dep.	17.00	17.10	17.20	17.30	17.40	17.50	18.00	18.10	18.20
Yuen Tai	dep.	17.10	17.20	17.30	17.40	17.50	18.00	18.10	18.20	18.30
Yuen Tai	dep.	17.20	17.30	17.40	17.50	18.00	18.10	18.20	18.30	18.40
Yuen Tai	dep.	17.30	17.40	17.50	18.00	18.10	18.20	18.30	18.40	18.50
Yuen Tai	dep.	17.40	17.50	18.00	18.10	18.20	18.30	18.40	18.50	19.00
Yuen Tai	dep.	17.50	18.00	18.10	18.20	18.30	18.40	18.50	19.00	19.10
Yuen Tai	dep.	18.00	18.10	18.20	18.30	18.40	18.50	19.00	19.10	19.20
Yuen Tai	dep.	18.10	18.20	18.30	18.40	18.50	19.00	19.10	19.20	19.30
Yuen Tai	dep.	18.20	18.30	18.40	18.50	19.00	19.10	19.20	19.30	19.40
Yuen Tai	dep.	18.30	18.40	18.50	19.00	19.10	19.20	19.30	19.40	19.50
Yuen Tai	dep.	18.40	18.50	19.00	19.10	19.20	19.30	19.40	19.50	20.00
Yuen Tai	dep.	18.50	19.00	19.10	19.20	19.30	19.40	19.50	20.00	20.10
Yuen Tai	dep.	19.00	19.10	19.20	19.30	19.40	19.50	20.00	20.10	20.20
Yuen Tai	dep.	19.10	19.20	19.30	19.40	19.50	20.00	20.10	20.20	20.30
Yuen Tai	dep.	19.20	19.30	19.40	19.50	20.00	20.10	20.20	20.30	20.40
Yuen Tai	dep.	19.30	19.40	19.50	20.00	20.10	20.20	20.30	20.40	20.50
Yuen Tai	dep.	19.40	19.50	20.00	20.10	20.20	20.30	20.40	20.50	21.00
Yuen Tai	dep.	19.50	20.00	20.10	20.20	20.30	20.40	20.50	21.00	21.10
Yuen Tai	dep.	20.00	20.10	20.20	20.30	20.40	20.50	21.00	21.10	21.20
Yuen Tai	dep.	20.10	20.20	20.30	20.40	20.50	21.00	21.10	21.20	21.30
Yuen Tai	dep.	20.20	20.30	20.40	20.50	21.00	21.10	21.20	21.30	21.40
Yuen Tai	dep.	20.30	20.40	20.50	21.00	21.10	21.20	21.30	21.40	21.50
Yuen Tai	dep.	20.40	20.50	21.00	21.10	21.20	21.30	21.40	21.50	22.00
Yuen Tai	dep.	20.50	21.00	21.10	21.20	21.30	21.40	21.50	22.00	22.10
Yuen Tai	dep.	21.00	21.10	21.20	21.30	21.40	21.50	22.00	22.10	22.20
Yuen Tai	dep.	21.10	21.20	21.30	21.40	21.50	22.00	22.10	22.20	22.30
Yuen Tai	dep.	21.20	21.30	21.40	21.50	22.00	22.10	22.20	22.30	22.40
Yuen Tai	dep.	21.30	21.40	21.50	22.00	22.10	22.20	22.30	22.40	22.50
Yuen Tai	dep.	21.40	21.50	22.00	22.10	22.20	22.30	22.40	22.50	23.00
Yuen Tai	dep.	21.50	22.00	22.10	22.20	22.30	22.40	22.50	23.00	23.10
Yuen Tai	dep.	22.00	22.10	22.20	22.30	22.40	22.50	23.00	23.10	23.20
Yuen Tai	dep.	22.10	22.20	22.30	22.40	22.50	23.00	23.10	23.20	23.30
Yuen Tai	dep.	22.20	22.30	22.40	22.50	23.00	23.10	23.20	23.30	23.40
Yuen Tai	dep.	22.30	22.40	22.50	23.00	23.10	23.20	23.30	23.40	23.50
Yuen Tai	dep.	22.40	22.50	23.00	23.10	23.20	23.30	23.40	23.50	24.00
Yuen Tai	dep.	22.50	23.00	23.10	23.20	23.30	23.40	23.50	24.00	24.10
Yuen Tai	dep.	23.00	23.10	23.20	23.30	23.40	23.50	24.00	24.10	24.20
Yuen Tai	dep.	23.10	23.20	23.30	23.40	23.50	24.00	24.10	24.20	24.30
Yuen Tai	dep.	23.20	23.30	23.40	23.50	24.00	24.10	24.20	24.30	24.40
Yuen Tai	dep.	23.30	23.40	23.50	24.00	24.10	24.20	24.30	24.40	24.50
Yuen Tai	dep.	23.40	23.50	24.00	24.10	24.20	24.30	24.40	24.50	25.00
Yuen Tai	dep.	23.50	24.00	24.10	24.20	24.30	24.40	24.50	25.00	25.10
Yuen Tai	dep.	24.00	24.10	24.20	24.30	24.40	24.50	25.00	25.10	25.20
Yuen Tai	dep.	24.10	24.20	24.30	24.40	24.50	25.00	25.10	25.20	25.30
Yuen Tai	dep.	24.20	24.30	24.40	24.50	25.00	25.10	25.20	25.30	25.40
Yuen Tai	dep.	24.30	24.40	24.50	25.00	25.10	25.20	25.30	25.40	25.50
Yuen Tai	dep.	24.40	24.50	25.00	25.10	25.20	25.30	25.40	25.50	26.00
Yuen Tai	dep.	24.50	25.00	25.10	25.20	25.30	25.40	25.50	26.00	26.10
Yuen Tai	dep.	25.00	25.10	25.20	25.30	25.40	25.50	26.00	26.10	26.20
Yuen Tai	dep.	25.10	25.20	25.30	25.40	25.50	26.00	26.10	26.20	26.30
Yuen Tai	dep.	25.20	25.30	25.40	25.50	26.00	26.10	26.20	26.30	26.40
Yuen Tai	dep.	25.30	25.40	25.50	26.00	26.10	26.20	26.30	26.40	26.50
Yuen Tai	dep.	25.40	25.50	26.00	26.10	26.20	26.30	26.40	26.50	27.00
Yuen Tai	dep.	25.50	26.00	26.10	26.20	26.30	26.40	26.50	27.00	27.10
Yuen Tai	dep.	26.00	26.10	26.20	26.30	26.40	26.50	27.00	27.10	27.20
Yuen Tai	dep.	26.10	26.20	26.30	26.40	26.50	27.00	27.10	27.20	27.30
Yuen Tai	dep.	26.20	26.30	26.40	26.50	27.00	27.10	27.20	27.30	27.40
Yuen Tai	dep.	26.30	26.40	26.50	27.00	27.10	27.20	27.30	27.40	27.50
Yuen Tai	dep.	26.40	26.50	27.00	27.10	27.20	27.30	27.40	27.50	28.00
Yuen										

WEBER PIANOS

Artistic in design, with perfection of touch, and unequalled quality of tone.

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SOLE AGENTS.

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THE CORONET

Tel. No. 1743.

January 14th and 15th, 1919, at 6 and 9.15 p.m.

WILLIAM FARNUM

Henri Berns's great play

SAMSON,

etc., etc.

Booking at ROBINSON'S.

SHIPBUILDING IN THE UNITED STATES PACIFIC COAST PORTS

Although steel has to be transported to the Pacific coast from the east, a distance of some 3,000 miles, the Pacific coast shipyards have been carrying off the majority of the pennants allotted each month for exceptionally fine work. Similarly, the wooden shipyards on the Pacific coast have been winning most of the honours. The building of most of the yards has taken place since 1914. At least two plants were previously in existence which were fairly well known—namely, the Union Iron Works at Potrero, San Francisco, and the Seattle Construction and Dry Dock Company at Seattle.

San Diego, in Southern California, is now concentrating on the construction of concrete ships; and, coming up the coast, Los Angeles is the first port where steel ship construction is now being carried on. A very fine yard had been built at San Pedro, the port for the Pacific Coast, South-Western Shipbuilding Company. The company began the work of preparing the yard on April 3rd last, and the first keel was laid on July 4th. The climate is so mild here that the engine and boiler shops in the yard have merely roofs and no walls. Work is therefore carried on in all parts of the yard practically in the open air. This plant has six building ways. Besides this establishment, a new plant, containing six slipways, has been built for the Los Angeles Shipbuilding and Dry Dock Company, while there are four ways at the plant of the Long Beach Shipbuilding Company, which is really a revival of an old yard. All three yards are concentrating on vessels of about 8,000 tons deadweight. The local authorities are confidently expected that ships will be produced at the rate of one per way every three months, giving a total of 64 ships. Contracts with the Los Angeles yards were known to have been placed some months ago for a total value of \$100,000,000 (\$20,000,000).

At San Francisco, the Bethlehem Shipbuilding Company has been building new yards. The original plant at Potrero has been enlarged, and is now devoted entirely to torpedo-boat construction. There is also a new yard at Redwood, a very fine plant, with one of the largest engine shops in the world, at Alameda, Oakland. It was at this yard that four vessels, each of 10,000 tons deadweight, were launched on Independence Day. This larger plant has now been under construction, also at Redwood, and is known as the Liberty Shipyard. The plant is designed for 10 slipways for the construction of 100 ships, and the company at Oakland, containing 100 slipways, in the course of its visit to the Pacific Coast, Mr. Schwab was a little late for one of his luncheon appointments. It was explained that he had been delayed a few minutes to complete a contract with this company for the building of 10 cargo steamers of 9,000 tons and six oil-tank vessels of 10,000 tons. The company is known to hold altogether contracts for 13 oil tank steamers of 10,000 tons each, 36 cargo steamers of 9,400 tons, and three Messrs. Schwab-Balcher own new plant, 16 miles south of San Francisco, with four building ways for the construction of ships of even keels. This practice of construction and of launching sideways is being extensively developed in the United States. In the summer of 1917 the yard on which the plant is built was waste land.

EFFECT OF CLIMATE.
The Hanlon Dry Dock and Shipbuilding Company at Oakland has a complete plant, and launched on Independence Day the first of eight vessels for which contracts were held. Contracts were then placed for a further six ships. The Pacific Coast Shipbuilding Company has a yard at Suisun Bay containing four building ways, on each of which vessels of 9,000 tons deadweight were being built at the time of my visit. Dredging operations were proceeding at Oakland, San Francisco Bay, for the construction of two new yards to be worked by the Union Construction Company and the Parr-McCorrison Company. Each of these yards was to have four slipways and was to concentrate on vessels of 9,400 tons deadweight. San Francisco enjoys a wonderful climate and, during the rainy season from the late autumn to the early spring, a certain amount of rain may be expected, but from the middle of May until October very little rain falls. The remarkable success of the Pacific Coast companies is attributed by all the authorities in a considerable degree to the climate, first because workers of good type are attracted by it, and secondly, because it has, during the present war, at any rate, been practically unknown for work to be stopped by bad weather. The steel is brought across from the east in the shape of plates and angles, all punching and moulding being done in the shipyards. There is no ship-fabrication such as is being carried out on the East. There are large deposits of iron ore on the Pacific Northwest, and if a good coking coal can be mined the Pacific coast should be able to construct ships on a scale and with an ease which no other section of the United States could rival.

NEW PLANTS NEAR PORTLAND.
A fine yard has been built at Portland, Oregon, by the North-West Steel Company, a concern which had built up a considerable structural business, such as contracting for bridges and office buildings. It entered into an agreement with the Willamette Iron and Steel Company, which had previously built machinery for logging purposes. Contracts were first made for the delivery of one cargo vessel of 8,600 tons every two months, but this was gradually reduced to a two-weekly schedule. The first keel was laid in July.

(Continued at foot of next column.)

RIFLE LEAGUE SHOOTING. NAVY BEAT THE MANCHESTER REGIMENT.

Firing in the Bellfield Shield competition, on Sunday, at King's Park, Kowloon, the Navy eight beat the Manchester Regiment team by 61 points. The shooting was not up to the standard reached the previous week, when the Hongkong Defence Corps aggregated 716 points in beating the Taikoo Rifle Club's score of 658.

C.P.O. Cobb, who was the chief contributor to the Navy score, shot with consistency. He fell two short of the possible at 500 yards, and was the only man in either team to reach a total of over 900 points.

The results were as follows:—

	200	300	500	600	Total
NAVY.	yds.	yds.	yds.	yds.	pts.
C. P. O. Cobb	30	33	30	83	276
Sgt. Waring	28	32	28	80	268
L. S. Murray	29	33	29	78	269
S. P. O. Leach	28	29	24	76	257
M. A. A. Crane	26	20	26	72	244
L. S. Connor	22	25	23	70	220
Pte. Bignall	23	27	19	69	218
Pte. Kelly	23	27	19	69	218
Total	208	213	205	626	

* Aperture sights.

	200	300	500	600	Total
MANCHESTERS.	yds.	yds.	yds.	yds.	pts.
Sergt. Marshall	27	32	27	86	272
Sergt. Togg	23	29	23	75	250
Pte. Wall	20	23	28	69	230
Sergt. Bilson	20	26	18	64	224
Sergt. Connolly	22	26	24	68	220
Sergt. Emmott	22	24	17	63	206
Pte. Thornton	14	13	18	45	190
Total	182	199	178	559	

Plus allowance of 4% for open sights. 6

Total 208 213 205 626

WAR SAVINGS

TWENTY-FIFTH LIST OF THE LOCAL ASSOCIATION.

During last month's War Loan, amounting to \$190,157.29 (Straits Currency), was purchased by the Hongkong and South China War Savings Association for its members.

The amounts paid in were invested in Straits Settlements War Loan at 4½ per cent. Although the issue of this loan is now closed in the Straits Settlements, the Association has made arrangements to invest the subscriptions received last month in local currency amounting to \$106,880, bringing the total received to date to \$2,202,110.

The subscriptions in Straits Currency received since the last investment amounted to \$32,924.60, bringing the total to \$307,034.70.

The subscriptions in Sterling received since the last investment amounted to £1,806 18s. 10d., bringing the total to £13,677 12s. 10d.

The subscriptions in Gold Dollars received since the last investment amounted to Gold \$110, bringing the total to Gold \$8,938.14.

THE GLORIOUS "VINDICTIVE."

Major Weizell, M.P., has been informed that the Admiralty will consider his suggestion that the ship "Vindictive" shall be saved and brought to Great Britain as a memorial of her glorious naval achievements.

It is stated that no practical difficulties stand in the way, and it is only a question of removing the concrete from her interior.

1916, and within a year nine vessels had been delivered. At Vancouver, Washington, on the Columbia River, a large plant covering 72 acres has been built for the Q. M. Standiford Construction Company, involving the filling up of the banks of the river to an average of 16ft. The work of dredging was started on January 21st last, and on July 13th a beginning was made with the first vessel built there. The Columbia River Shipbuilding Corporation was started on December 1st, 1916, and on the following March 31st, the keel of the first ship of 8,800 tons was laid. Within 16 months seven steamers had been built on the three ways, while six had been delivered. Two more ways have since been added. The Albina Engine and Machine Works has four ways of building of ships of 3,500 tons.

(Continued at foot of next column.)

PEKING NOTES

(FROM THE OWN CORRESPONDENT.)

PEKING, January 1st.

Each prospect. It must be admitted that the cause of peace in China has been advanced somewhat in spite of Southern protestations and dilatoriness. On Sunday the Northern delegates, not discouraged by the Southern attitude, left for Nanking, there to await the arrival of the delegates from Canton, who by that time had not been selected or, if they had, their names had not been transmitted. Yesterday we learned that they had been appointed and would reach the place of conference within three weeks. Even yet there is some quibbling as to the venue of the conference, the Southerners still insisting upon Shanghai. If they continue, Li Shun, the Tschun of Kiangsu, will lose face; as a matter of fact, he has already tendered his resignation. This is not meant to be taken seriously but as a protest against any attempt to change the venue of the conference from Nanking. More than any other man, perhaps, he has induced the Northern Tschuns to see the folly of the fratricidal strife, and for that reason he ought to have the confidence of Southerners. The Southerners do not seem to have been well advised in deciding upon provincial and personal representation in their delegation, for if the Northerners were to follow the same course they would secure a preponderance at the conference, a result which the Canton Military Government would not care to bring about.

Further expression of Peking's cordiality is found in the Government decision to appoint Dr. C. T. Wang, who went to Washington in the hope of enlisting American recognition for the Canton Government, to the Peace Delegation in China. With a little reasonableness on the part of the delegates at Nanking there should be no difficulty in reaching a satisfactory compromise. The Northern delegates are a very good type, but, with the exception of Tang Shao-yi, who, curiously enough, represented the North at the previous settlement between North and South and Tang Chi-fao, the Southern delegates are mostly men of the secret type, lacking the breadth of vision and experience of their counterparts from the Nanking Government, the Kwangtung man.

QUACKERY AND SUPERSTITION.

HOW A 'CREDULOUS WOMAN WAS DUPED.

At the Magistracy, on Saturday, before Mr. J. E. Wood, a Chinese man and woman were charged with attempting to defraud a Chinese woman of \$96.40, on various dates.

Sergeant Murphy stated that the complainant, who was very ill, asked her husband to engage a doctor, who was reputed to be proficient in the use of charms for healing. Her friends had constantly spoken of the man's marvelous skill in healing all kinds of diseases. Her husband located the medical man, who stated that he was a supernatural physician. He visited complainant's house and performed religious ceremonies, after which he received \$6 and drank a cup of tea diluted with candle oil. The doctor continued visiting the house and on each occasion \$1 was paid to him. He always pretended to be in a dazed condition whenever he paid visits, and appeared to be conversing with the spirits in a tongue which complainant did not comprehend. On one of the visits he informed complainant that the gods whom he served required a gold fork and paper offerings valued at \$40. The designs for the articles were produced by the medical man, who also stated that the thirteenth day of the eleventh moon was the most propitious day for making the presentation to the deity. He further assured the sick woman that her illness would be healed as soon as she made the presentation to the spirits. On the appointed day the complainant visited the doctor's house, and, in the presence of the two defendants, who acted as his assistants, made the presentation of the gold fork and also gave the doctor \$40. After the performances of ceremonies connected with the due presentation of the offerings, the doctor prescribed certain medicines. The complainant's condition, however, grew worse, and she sent for the doctor, who refused to see her till she paid him a fee of \$100. He further refused to tell her when she would recover, as he said he would suffer a penalty if he disclosed heavenly secrets. The defendants were with the doctor whenever he held the religious services. The doctor further handed the complainant a fan for the purpose of driving away evil spirits. When the matter was reported to the police they visited the defendant's house in Arthur Street and found that the doctor had flown. The two defendants were arrested.

On Saturday, Mr. Leo d'Almeida informed the Magistrate that the complainant was seriously ill and would not be able to come to the court for a long time. The doctor, who had absconded, was a painter in the service of the Kowloon Canton Railway and had not been found. Mr. Wood thereupon discharged the defendants.

THE EPIPHANY OR MANIFESTATION OF CHRIST. INTERESTING SERMON BY THE BISHOP OF VICTORIA.

The Bishop of Victoria, Hongkong, was the preacher at the Cathedral on Sunday morning. He said that the Anglican Church emphasised the Epiphany of Christ. The manifestation of Christ to the Gentile races is characteristic of the New Testament in contrast to the Old. Christ did not speak much of Himself as the Son of Abraham or Son of David, but as Son of Man because He came to this as a great mystery. By the word "mystery," the Apostle explained, he did not mean something we could not understand. There are such things in religion. We know only in part at present, and a religion that had nothing above our understanding about it would be no religion. But in the New Testament the word is used of that which is now revealed. "The spirit of the Lord is with them that fear Him." We want more mystics who have a spiritual experience, because they keep spiritually in sympathy with the Divine. It was in this sense that the mystics of the Kingdom of God were revealed to the disciples, and that God showed His ways unto Moses while the children of Israel only saw His acts. In Eph. iii. and other passages the mystery revealed is the manifestation of Christ to the Gentiles. It is essentially a message for our day. The world is now one as never before. Science has obliterated distance. The Press goes to the remotest parts with the news of the world, and commerce embraces all peoples and races. "It is hardly too much to say," observes Mr. Bryce in his Romanesque Lecture, "that for economic purposes mankind is fast becoming one people, in which the hitherto backward nations are taking a place analogous to that which the unskilled worker have held in each one of the civilized nations. Such an event opens a new stage in world-history."

The war has intensified this unity of the race. The local explosion in Serbia in 1914 made the whole world reel, and the wrong beliefs of Germany upset the daily life of all mankind. There can be no security for the peace of the world so long as roots of bitterness are left anywhere. A League of Nations would not be sufficient. The next world-war might be shifted to Asia or Africa. It is only by the Church to manifest the Christ to the whole world. Hitherto, even in so-called Christian countries, the Epiphany, or manifestation of Him, had been only partial. Henceforth, Him by Church must bear witness to Him by the holiness of individual lives. While not seeking a revival of Puritanism in its sour and kill-joy aspects, we greatly need other movements in the Church that stand for. We want more saints. Then men must be a social witness to Christ. The 18th Century saw the revival of individual piety, and we want it now; the 19th saw the revival of the corporate life of the Church and we want it still; but I think the 20th Century needs special emphasis on the social witness. Social problems of Capital and Labour, industry and health conditions, and such like, are likely to become increasingly acute, and the Church of the Carpenter of Nazareth has a message that the world sorely needs. The old selfishness, class prejudice, feudal ideals, and worship of Mammon must go before His Presence. There may have to be resolute attacks by Christians, as such, on all abuses. And there must be much more earnest missionary enterprise. The choice of the world now is the universal manifestation of the Christ, or increasing selfishness and strife ad infinitum.

SAIGON RICE MARKET

The Compagnie de Commerce et de Navigation d'Extreme Orient, of Saigon, in their report dated January 3rd, state: Notwithstanding the lack of transactions, our market is still steady. Very few stocks are available and it is reported that the French Government will require some of the old crop for Europe. The rice export, according to the new regulation, is subject to licences. Of course, these licences will be issued for all contracts, and there is every reason to believe that licences will be easily obtained. As regards the new crop, very few quantities of paddy are coming in the market, but the tendency is slightly weaker. The total amount of rice exported from the 1st of January up to the 24th of December, 1918, was 1,410,858 tons against 1,220,782 tons in 1917. White Saigon rice, No. 2 sifted, Japan quality, Hongkong \$8.44 per picul f.o.b. Saigon for January shipment.

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. F. C. JENKIN, C.R.E.

COMMENDATION.
P.C. 827 Karim Deen is commended by the Captain-Superintendent of Police for the smart arrest of a snatcher on the 21st ultimo.

THE CAPTAIN SUPERINTENDENT OF POLICE.
The O.S.P. will informally inspect the Reserve Force at Central Station at 8 p.m. on Wednesday next.

COMBINED PARADE.
All ranks will parade at Central Station at 5.30 p.m. on Wednesday, January 15th. Uniform, caps with covers, belts and canes. No swords or rifles will be carried. Inspectors will not wear belts. Mounted Police will attend dismounted. January 15th, 1919.

(Continued at foot of next column.)

Hongkong, 13th January, 1919.

The legislature had the absolute right to make any laws here.

ing.

EXCLUSIVE STYLES

NEW ADVERTISEMENTS

NOTICE.

THE ANNUAL GENERAL MEETING of the HONGKONG LADIES' BENEVOLENT SOCIETY will be held at the City Hall, on TUESDAY, JAN. 21st, at 12 Noon. [203]

WANTED.

ENGINEER for local works. Thorough shop training in mechanical engineering and experience in charge of steam plant essential. Apply to "TECHNIC" Office, Care of "Daily Press" Office. [208]

S.S. "PROVIDENCE"

Will have prompt despatch for SAIGON. Particulars for Freight only Apply to— MESSAGERIES MARITIMES Co., 3, Queen's Buildings. Hongkong, January 13th, 1919. [204]

THE WEST POINT BUILDING COMPANY, LIMITED

NOTICE IS HEREBY GIVEN that the THIRTY FIRST ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on WEDNESDAY, JANUARY 29th, 1919, at 11.30 A.M., for the purpose of receiving the Report of the Directors for the year ending 31st December, 1918. The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 18th, to WEDNESDAY, 29th, January, 1919 (both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Board of Directors, A. SHELTON HOOPER, The Hongkong Land Investment & Agency Co., Ltd., (General Agents for the West Point Building Co., Ltd.) Hongkong, January 13th, 1919. [205]

THE HONGKONG CENTRAL ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on WEDNESDAY, JANUARY 29th, 1919, at 11.45 A.M., for the purpose of receiving the Report of the Directors for the year ending 31st December, 1918. The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 18th, to WEDNESDAY, 29th, January, 1919 (both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Board of Directors, The Hongkong Central Estate, Ltd., A. SHELTON HOOPER, Secretary to the General Managers. Hongkong, January 13th, 1919. [206]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY FIRST ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on WEDNESDAY, JANUARY 29th, 1919, at noon, for the purpose of receiving the Report of the Directors for the year ending 31st December, 1918. The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 18th, to WEDNESDAY, 29th, January, 1919 (both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary. Hongkong, January 13th, 1919. [207]

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on WEDNESDAY, JANUARY 29th, 1919, at 12.15 P.M., for the purpose of receiving the Report of the Directors for the year ending 31st December, 1918. The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 18th, to WEDNESDAY, 29th, January, 1919 (both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Board of Directors, MOWBRAY S. NORTHCOLE, Secretary. Hongkong, January 13th, 1919. [208]

VICTORIA RECREATION CLUB. OPEN BILLIARD CHAMPIONSHIP.

THE ANNUAL OPEN BILLIARD CHAMPIONSHIP of the Colony will be held under the auspices of the Victoria Recreation Club, on JANUARY 22nd, and are to be accompanied by Entrance fee of \$2. The number of points to be played and other arrangements will be decided at a Meeting of the Competitors. V.R.C. Hon. Secretary. [187]

INTIMATIONS

THE UNIVERSITY, HONGKONG.

A CONGREGATION of the UNIVERSITY of HONGKONG will be held in the Great Hall on WEDNESDAY, JANUARY 16th, 1919, at 5.30 P.M., at which the Pro-Chancellor of the University, His Excellency The Officer Administering the Government of the Colony, will confer Degrees. Admission will be by invitation. [200]

NOTICE.

THE MALABON SUGAR CO., LTD.

NOTICE IS HEREBY GIVEN that the SHARE and TRANSFER BOOKS of the above Company will be CLOSED from the 1st to the 15th day of February, 1919. SMITH, BELL & CO., LTD., General Managers. Manila, P.I., 3rd January, 1919. [186]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, FEBRUARY 11th, 1919, at 12 o'clock, Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors. The TRANSFER BOOKS of the Company, will be CLOSED from JANUARY 27th to FEBRUARY 11th, 1919, both days inclusive. By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, January 7th, 1919. [173]

NOTICE.

MR. REGINALD ALEXANDER ELLIOTT PATTERSON, Chartered Accountant, is this day admitted a partner in our Firm. LOWE, BINGHAM & MATTHEWS, Hongkong, 1st January, 1919. [201]

NOTICE.

TENDERS which must be enclosed in Sealed Cover and Marked Tender will be received at the French Consulate up to Noon on JANUARY 30th, 1919, for the purchase of the French Gunboats "ARGUS" and "VIGILANTE" Length ... 149 feet ... 3 Breadth ... 24 " ... 3 Draft ... 2 " ... 7 Compound Engines 587 N.H.P. 2 Thornycroft Boilers 142 lbs. Pressure Twin Screws. The Vessels may be inspected at H.M. Kowloon Yard Depot from where the successful Tenderer must take delivery. Vessels to be sold as they are with all stores (Armament, ammunition and Belongings instruments excluded). Portions of each vessel's stores are lying at Shamoen, Canton and at the Naval Dock Yard, Saigon. Expense of delivering such stores to be for account of the successful Tenderer. Repairs and offers should be made for each gunboat. Successful tenderer must pay purchase money to the Consulate before JANUARY 30th, immediately upon which delivery of the vessel will be granted. This Consulate reserves to itself the right to accept or refuse any Tender. Not accountable for errors in description 5% of the Price for all expenses incurred. [190]

NOTICE.

If you want a reliable WATCH

Call at JAMES STEER, Chronometer-maker, Watch-maker and Jeweller, 9, Lee House Street Telephone No. 2877 [138]

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the General Police Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily. Applicants will be required to produce Passports or identification papers. All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50. 40

JUST RECEIVED

Priced Catalogue

of

WAR STAMPS

and Stamps issued in consequence of the War.

S. G.

WAR ALBUMS

for the provisional issue of the Allied Powers and Neutral Countries.

GRACA & CO.

No. 10, WYNDHAM STREET, HONGKONG.

P.O. Box 620. [173]

AUCTIONS

A. G. DA ROCHA. AUCTIONEER, SURVEYOR AND GENERAL BROKER.

FAVOUR D with instructions from The Concerned, will sell by Public Auction TO-DAY (TUESDAY), JANUARY 14th, 1919, at 2.30 P.M., at his Sales Room, Queen's Road Central. 1 Camera "Carbine" by Butcher & Sons, London, fitted with Anastigmatic Lens with 4 Plates. Holder and Stands for plate and film. 1 Flanola and 100 rolls. One Steel Dred box. 6 Doz. Containers. 6 Geyser. 6 Bicycles (new). 1 Piano. [188]

A. G. DA ROCHA. AUCTIONEER, SURVEYOR AND GENERAL BROKER.

FAVOUR D with instructions from The Concerned, will sell by Public Auction TO-DAY (TUESDAY), JANUARY 14th, 1919, at 2.30 P.M., at his Sales Room, Queen's Road Central (Old Post Office Building). EXCELLENT HOUSEHOLD FURNITURE AND EFFECTS, Comprising:— Blackwood Furniture, Teakwood Mirror-Door Wardrobes, Chests of Drawers, Clocks, Revolving Edge Mirror, Umbrella Stands, Brussels Carpets, Chesterfield Couch and Arm Chair, Drawing Room Suite, Easy Chairs, Overmantels, Dining Tables, Single and Double Brass Mounted Iron Bedsteads, Curtains, Brnz. Figures, Desks, Glass and Crockery Ware, and a long line of Sundries. 1—12 horse Hammer Gun by Wilkinson's London in good condition. (One Primed Binoocular (10 lenses). TERMS—Cash on Delivery. Hongkong, January 7th, 1919. [188]

A. G. DA ROCHA. AUCTIONEER, SURVEYOR AND GENERAL BROKER.

FAVOUR D with instructions from The Concerned, will sell by Public Auction on THURSDAY, JANUARY 16th, 1919, at 2.30 P.M., at his Sales Room, Queen's Road Central. A LARGE AND BEAUTIFUL ASSORTMENT OF CHINESE PORCELAINS AND CURIOS, Comprising:—Kanghi, Kienlung, Tzongkong, Sung and Ming Dynasties, a collection of 5-coloured and 3-coloured Vases, Plates, and Bowls, Incense Burners, old Bone figures and ornaments, Snuff Bottles, Crystal Vases and Ornaments, Jadestones, Glass Beads, Peking Cloisonne, Blue and White Vases, Plates, and Bowls, Amber, Lacquered Screens, Panels, Old Chinese Engravings, and a long string of old and beautiful Curios. On View 15th January, from 2 P.M. to 5 P.M. TERMS—Cash on Delivery. [188]

A. G. DA ROCHA. AUCTIONEER, SURVEYOR AND GENERAL BROKER.

FAVOUR D with instructions from The Concerned, will sell by Public Auction on SATURDAY, JANUARY 19th, 1919, at 11 A.M., at his Sales Room, Queen's Road Central. A LARGE ASSORTMENT OF WINES, SPIRITS, ALE AND STOUT, 40 cases, 100 cases, 50 cases Guinness Stout, Burke's qts. 50 Barrels California Claret, 10 cases Vichy and Chandon Champagne, Blue label, 7 cases Vichy water, 4 cases, 5 cases, 3 cases Japanese Sake, 15 cases Cava, Hennessy's 3-Star Brandy, 4 cases, D.O.M. qts. 4 cases, French Vermouth, Nolly Prot. 6 cases, Gordon's Dry Whisky, New York Whiskey, Brandy, etc. etc. TERMS—Cash on Delivery. Hongkong, January 7th, 1919. [188]

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the lotting by Public Auction Sale, to be held on MONDAY, the 20th day of January, 1919, at 8 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND above Coombe Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at 5 Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in Acres	Area in Sq. Yds.	Area in Sq. Ft.	Area in Sq. In.
1	100	100	100	100	100
2	100	100	100	100	100
3	100	100	100	100	100
4	100	100	100	100	100
5	100	100	100	100	100
6	100	100	100	100	100
7	100	100	100	100	100
8	100	100	100	100	100
9	100	100	100	100	100
10	100	100	100	100	100

WANTED.

QUALIFIED STENOGRAPHER and TYPIST, male preferred. Apply by letter only stating salary required to— W. S. BAILEY & Co., Ltd. [178]

INTIMATION

WATSON'S

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Gives immediate relief in

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The Daily Press.

HONGKONG, JANUARY 14TH, 1919.

GOVERNMENT CONTROL.

One of the most interesting problems of the immediate future is that relating to the control of industry by the Government. During the war great hopes were raised in the minds of those who advocated State socialism by the creation of the Ministry of Munitions, the taking-over of the railways, and the control of shipping by the Government; but there is already a clear indication that conditions which may be accepted as necessary in war will not be tolerated in peace.

The latest newspapers from Home show that even before the declaration of the Armistice the Government, responding to pressure, promised that as soon as possible there would be a return to some of the old conditions of industry. Nor can it be said that the experiments made during the war have been very encouraging. The general tendency of the British people is to allow matters to drift along without worrying much until they are directly affected, when they express themselves emphatically if they are not pleased. Many years ago Lord HALDANE said of the English section of the race that what they want the Government to do is "to spend the taxes plentifully and to damn the differential calculus." During the past four years the Government has certainly spent the taxes plentifully and nobody blames them very much for doing so in the great emergency of the war, but there is likely to be a considerable reaction. In the end we shall probably find that the freedom-loving citizens of the British Empire will gradually rid themselves of Government control, but they will demand that the Government shall encourage scientific research.

In many quarters there have been suggestions for further extensions of the State supervision of industry. Indeed, a list of the activities which it is proposed that the Government of Great Britain shall engage in would shock many by reason of its proportions. There are some who wish the country to take a non-stop train direct to State socialism. Not only is it urged the Government shall run the railways, or transport services, the mines, the liquor trade, the armament firms, and the ship-building yards, but also that it shall finance foreign trade and convert all industrial concerns into national factories. According to these enthusiasts, it must also have the monopoly of the distribution of the necessities of life. In a recent lecture in London, Mr. W. HICHENS, the Managing Director of one of the largest ship-building firms in Great Britain, protested against this tendency of the Government to interfere with the enterprise of the individual. As Mr. HICHENS was severely criticised not long ago by some of the more conservative capitalists because he advocated better housing conditions and shorter hours of labour for the working classes, it cannot be said that he is one of the "crusading Tories." He has stated recently, however, that the "Government and Parliament have failed lamentably to handle the business entrusted to them with any approach to efficiency." He has been in a position to judge, and he is, as we have said, a practical man who has striven to improve the lot of the working classes. His words, therefore, deserve careful consideration. There is to be a very great change in the constitution and duties of the Imperial Parliament, and it is obvious that the purely domestic affairs of England, Scotland, Wales and Ireland will have to be delegated to local Parliaments. There is also the problem of the Second Chamber, and during this period of transition the less the politicians are distracted from such political reconstruction work the better.

One argument which should appeal to us now that the idea of the League of Nations has received general acceptance is that State trading tends to create international friction. The undignified spectacle of the ex-Kaiser touring Europe as a commercial bag-man was not only grotesque but irritating, and did not make the educated people of other nations admire him any the more. In this part of the world we know, from experience, that the German Government subordinated everything to the desire to make profits, and they fell very much lower in international morality in consequence. The promotion of trade should be encouraged by all Governments, but the carrying-out of details should be left to individual firms. In this Colony we have had to submit to more Government control during the war than we found palatable, and, in common with the rest of the Empire, we have suffered it from patriotic motives as an emergency measure until civilisation should be made safe. That has been accomplished, and therefore the time has come when the control should be removed. We want all the assistance which both the local and the Imperial Governments can give, in a legitimate and honourable manner, to British trade interests in China, but we want neither irritating interference nor State trading.

Not a single case of communicable disease was reported in the Colony on Friday and Saturday. A thirteen-year old Chinese girl, residing at 11, Graham Street, committed suicide by hanging herself from a bed-post. The annual general meeting of the Hongkong Ladies' Benevolent Society will be held at the City Hall on Tuesday, January 21st, at 12 noon. The Police have received a report that Lantau village was visited on Saturday night by a gang of robbers who stole jewellery to the value of \$200. Sir Havilland de Saumarez, Chief Justice of Shanghai, has arrived in the Colony, and is staying at Government House. He will sit in a Full Court of Appeal next Monday. As a launch was crossing from Hongkong to Samshui on Saturday morning, those on board were surprised to see a seal swimming ahead of them with its head and shoulders well out of the water. An effort was made to capture the animal with boat hooks, but this proved unsuccessful, the seal diving from time to time.

Two Chinese entered a house in Bonham Strand, West, yesterday morning, but upon an alarm being raised both took to their heels. One was arrested by a constable and was found to be in possession of a fully-loaded revolver.

The American Consul-General has received information from Washington that hereafter the War Trade Board will issue no licenses for the importation of sugar into the United States except when such shipments are consigned to the Sugar Equalization Board or its nominees.

Although the issue of Straits Settlements War Loan 5 1/2 per cent. has now been closed in Singapore, arrangements have been made whereby the Hongkong and South China War Savings Association will continue to invest in this War Loan all moneys received, until further notice.

The annual meetings of the West Point Building Co., Ltd., the Hongkong Central Estate, Ltd., the Hongkong Land Investment and Agency Co., Ltd., and the Hongkong Land Reclamation Co., Ltd., will be held at the offices of Messrs. Jardine, Matheson & Co., Ltd., on Wednesday, January 29th. The first meeting is timed for 11.30 a.m.

A message from Colombo, dated December 23rd, states: "The steamer *Kan Chu*, owned by Chinese in Hongkong, is a fortnight overdue on a voyage from Rangoon. Apparently she ran into a cyclone, and it has been thought that she has sustained some damage, and is probably drifting. She is an old ship and was heavily loaded with timber. Her captain is Mr. J. A. Martin, whose wife is waiting at Colombo for news, preparatory to leaving for Home."

The members of the Vanity Fair Company have already established themselves as great favourites in Hongkong. Particular interest attaches to to-night's performance, at which H.E. the Officer Administering the Government has expressed his intention of being present, owing to the fact that it will show the second edition of the Fair. Everything will be different from the edition given on Saturday and last evening, and it is safe to predict that the same high standard that has been set will be maintained.

In conformity with the introduction in Russia of the Gregorian Calendar—a measure which has had the sanction of the All-Russian Provisional Government in Omsk the Russian Consulate in Hongkong will adopt the new style commencing on January 2nd, Russian style—January 15th, new style. The first of January, 1919, Russian style, is therefore the last date which will be observed by Russians according to the Julian Calendar. The Russian Church has, however, not yet altered her Calendar, and purely ecclesiastical celebrations (name-days, etc.) will be observed, until alteration, according to the old style.

"Mrs. Gossip," writing in the *Daily Sketch*, of November 4th, says:—"We have a Chinese countess. On Saturday Countess Hoy Stoker gave quite a big dance at the house she took recently at Grosvenor Square. One often hears this interesting little lady spoken of as a Japanese, but she comes from China and is the daughter of Count Vei Ham, one of the richest men in the East. Before her marriage to Captain Stoker, of Dublin, she was a lady-in-waiting to the late Dowager Empress of China. The Countess is thoroughly Western in her ideas, for she gets her clothes from Paris, is fond of riding, and drives her own car."

"SAMSON" AT THE CORONET THEATRE.

Despite the numerous counter-attractions, the magic of the name of William Farnum drew good audiences to the Coronet Theatre last night.

The story deals with the career of Maurice Brechard who rises from the humble position of a dock labourer to that of one of the greatest financial powers in the land. Having attained to financial eminence, he falls in love with "and marries—much against her will—the daughter of a family of hard-up, but aristocratic, schemers. The husband and wife 'drift apart,' and later, of course, the inevitable 'other man' appears. Brechard, like another Samson, wrecks the stock market in order to ruin the man who has come between him and his happiness. In the financial upheaval that follows, he like Samson of old, is himself overwhelmed, but in his ruin he finds his wife's love.

The plot may not sound very novel or exciting, but the whole burden of the story, of course, falls on the broad shoulders of William Farnum, and one has but to see him in this early play of his to realise why he has gained such a commanding position among screen artists.

GREAT HARBOUR STRIKE IN BUENOS AIRES:

TRANSPORT PARALYSED AND NEW YORK THREATENED WITH FOOD SHORTAGE:
TROUBLE ATTRIBUTED TO GERMAN AGENTS.

MR. LLOYD GEORGE'S MINISTRY COMPLETED:

DEEP DISAPPOINTMENT EXPECTED THROUGHOUT THE COUNTRY:

NATIONALISATION OF RAILWAYS PROMISED.

BOLSHEVIK EMISSARIES FOR INDIA AND CHINA.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE NEW MINISTRY.

ITS COMPOSITION.

LONDON, January 11th.

It is definitely announced that the following will form Mr. Lloyd George's Ministry:

Prime Minister and First Lord of the Treasury. Mr. Lloyd George.

Lord of the Privy Seal and Leader of the House of Commons. Mr. Bonar Law.

Lord President of Council and Leader of the House of Lords. Earl Curzon.

Ministers without Portfolio. Mr. G. N. Barnes, and Sir Eric Geddes. Lord Chancellor. Sir F. E. Smith. Home Secretary. Sir Hamar Greenwood.

Foreign Secretary. Mr. A. J. Balfour. Parliamentary Under Secretary. Mr. Cecil Harmsworth.

Colonial Secretary. Lord Milner. Parliamentary Under Secretary. Colonel Amery.

The Minister of Labour. Sir R. S. Horne.

Parliamentary Secretary. Mr. G. J. Wardle.

Minister of Pensions. Sir Worthington Evans.

Parliamentary Secretary. Colonel Craig.

Minister of National Service and Reconstruction. Sir Auckland Geddes.

Parliamentary Secretary. Mr. Cecil Beck.

Chancellor of the Duchy of Lancaster. Earl Crawford.

First Commissioner of Works. Sir Alfred Mond.

Attorney-General. Mr. Gordon Stewart.

Solicitor-General. Sir Ernest Pollock.

Postmaster-General. Mr. A. H. Illingworth.

Assistant Postmaster-General. Mr. Pike Pease.

Paymaster-General. Sir Compton Rickett.

Chancellor of the Exchequer. Mr. Austen Chamberlain.

Joint Parliamentary Secretaries. Lord Edmond Talbot and Captain Guest.

Joint Financial Secretaries. Sir Hardman Lever and Mr. Stanley Baldwin.

Lord's Commissioners. Mr. J. F. Hope, Mr. J. W. Pratt, Mr. J. Parker, Mr. Townyn Jones.

Secretary for Scotland. Mr. R. Munro.

Solicitor-General for Scotland. Mr. M. B. Morrison.

Lord-Lieutenant of Ireland. Lord French.

Lord Chancellor of Ireland. Sir J. Campbell.

Chief Secretary. Mr. Ian Macpherson.

Lord Chamberlain. Viscount Sandhurst.

MINISTERIAL NOTES.

LONDON, January 11th.

The new Ministry is mainly a reconstitution of the old.

Among the few exceptions is the selection of the distinguished Indian, Sir B. R. Sinha, as Under-Secretary for India. This is one of the surprising

features, no hint of his appointment having appeared among the numerous forecasts and speculations. His appointment is the first one of an Indian as a member of the British Government. It is expected in political circles that he will be elevated to the peerage.

Another unexpected appointment is that of Sir R. S. Horne, as Minister of Labour. He is a distinguished Scottish lawyer who proved his outstanding abilities in reorganising the railway system of northern France. He subsequently became Third Civil Lord of the Admiralty.

Sir Hardman Lever is an Accountant whose introduction of costing methods resulted in a very substantial reduction of the price of shells.

The precise relations of the War Ministry with the Air Ministry are somewhat obscure, but it is apparent that the absorption of the latter by the former will probably occasion much discussion.

A most notable absentee from the new list is General Smuts, who it will be remembered, retired because the war had ended.

It is assumed that Sir Eric Geddes will replace him in the War Cabinet. The Ministry is composed of 30 Unionists, 25 Liberals, and 5 Labourites.

It is understood that Mr. Lloyd George informed a deputation of railwaymen that legislation embodying the nationalisation of railways will be among the first measures to be submitted to the New Parliament.

The Times expresses the view of a number of morning journals, that the new Ministry will cause deep disappointment throughout the country.

The Premier has shattered every hope that reconstruction would at least result in the infusion of new blood to the utmost limits of possibilities. He has not utilised even the existing opportunities.

EXISTING WAR CABINET TO CONTINUE.

LONDON, January 10th.

Until there has been time to make permanent peace arrangements, the existing War Cabinet will continue.

The Government intend, as soon as possible, after Parliament meets, to submit proposals for the establishment of a Ministry of Ways and Communications. If these proposals are adopted Sir Eric Geddes will be invited to become the Head of the Department.

NEW PEERS.

Peerages have been conferred on their acceptance of Office on Mr. Andrew Weir and Mr. R. E. Prothero.

SIX BYE-ELECTIONS NECESSARY.

The Ministerial appointments will cause six bye-elections, namely, Oxford University; West Derby division, Liverpool; Hillhead Division, Glasgow; Colchester; Warwick and Leamington; Ross and Cromarty.

ESTHONIA'S TROUBLES.

BOLSHEVIK STRONGHOLDS BOMBARDED.

HELSINKI, January 11th.

The Estonian news is more reassuring. The warships bombarded Bolshevik strongholds between Reval and Harva. Thereafter the Estonians attacked the Bolsheviks who fled.

The Estonians have also taken the offensive on a 50 mile front from Tapa to Moisakite, 80 and 100 miles respectively south of Reval, and have re-established the railways towards Pernau.

HARBOUR STRIKE IN AMERICA.

MANHATTAN ISLAND THREATENED WITH FOOD SHORTAGE.

NEW YORK, January 11th.

The harbour strike has assumed serious dimensions, putting out of employment over 80,000 port-workers, paralysing transport, holding up food steamers, and threatening grave food shortages in Manhattan Island.

The members of the Government have cabled to President Wilson who is expected to intervene.

Meanwhile steps are being taken to divert food shipments.

ARSENAL STORMED AND BUILDINGS BURNED.

BUENOS AIRES, January 11th.

The strike of harbour-men has caused 150,000 workers to come out in sympathy. The strikers burned a number of buildings and stormed the arsenal, securing quantities of ammunition.

The troops fought strikers all night long.

The strike is attributed to German agents.

EARLIER CABLES.

NUMEROUS CASUALTIES.

BUENOS AIRES, January 11th.

General Dellepiane has assumed the military dictatorship against the strikers, who unsuccessfully attempted to capture the Police Headquarters.

There were disturbances in all parts of the city and numerous casualties. The strike is spreading throughout Argentina. Sailors are patrolling the City.

The Radicals mobilised 10,000 White Guards to aid the Government.

LATEST CABLES.

THE NAVAL SURRENDER.

SITUATION FULL OF DIFFICULTIES.

LONDON, January 11th.

It is authoritatively stated that the German battleship *Baden*, demanded in lieu of the *Mackensen*, has been duly delivered at Scapa.

The Allied Commission, which is investigating at German ports, has speeded up the surrenders somewhat, but the situation is full of difficulties.

Since the German naval revolt, especially subsequent to the surrender, it has been very difficult to get the crews to do anything. Neglect and the disappearance of discipline made the vessels left in Germany highly inefficient, but the Commission has made them more so by requiring the removal of guns, range-finders and such like.

The demobilisation at Kiel, Wilhelmshaven and other big ports has been practically completed. It is proceeding satisfactorily elsewhere.

A FURTHER BATCH OF SUBMARINES DISCOVERED.

It is also somewhat noticeable at Scapa that Officers are only able to issue orders through the Soviet on board.

The men frequently ignore them. One hundred and seventy uncompleted submarines have been found in German ports, the majority of them being mere skeletons. Sixty completed submarines were discovered, of which 16 are leaving Germany on January 12th for surrender to the British.

Reuter learns that the above-named Commission has visited Heligoland but found no surprises in the defences. There was nothing which was not already known to the Admiralty.

CIVIL WAR IN GERMANY.

SPARTACISTS' DEMANDS TO STOP VIOLENCE.

BERLIN, January 9th.

The evening was exceptionally violent. Battles occurred around the Arndt and Ullstein buildings but the Government is apparently confident that reinforcements are adequate to prevent a surprise.

Prior to the abandonment of violence the Spartacists demand fresh elections to the Central Council, excluding the Majority Socialists, also fresh Soviet elections.

EARLIER CABLES.

LIEBKNECHT REPORTED KILLED.

LONDON, January 11th.

An unconfirmed report states that Herr Liebknecht was killed.

FURTHER BLOODSHED INEVITABLE.

LONDON, January 11th.

There is little fresh news from Berlin. The *Frankfurter Zeitung* of January 9th, reports that desultory fighting occurred at night and in the morning at a number of points.

The Government, standing firmly, opposed the Spartacists' proposals to come to a compromise with a view to ending bloodshed.

The Government is now disposing of nearly 80,000 troops in Berlin.

Aeroplanes have been demonstrating over Spartacist strongholds, while quantities of artillery are being massed outside Berlin if the Spartacists do not surrender.

Considerable further bloodshed seems inevitable, as all reports confirm that the majority in Berlin are supporting Herr Ebert's determination to quell the insurrection.

HUNDREDS OF SPARTACISTS KILLED.

AMSTERDAM, January 11th.

The latest telegrams from Berlin claim that the Government's position is hourly stronger. Volunteers are pouring into Berlin. Several hundred Spartacists were killed in the Governmental recapture of the Silesian railway station. Bodies are lying in the station on the Unter den Linden which is in the hands of Government troops.

THE GERMAN ARMY.

DEMobilISATION ORDER ISSUED.

PARIS, January 10th.

A Havas message states: A telegram from Berlin says that an official German demobilisation order has been published.

COMING PEACE CONFERENCE.

INFORMAL CONVERSATIONS IN PARIS.

PARIS, January 10th.

A number of informal conversations took place, but there was no official gathering among prominent members of the Peace Missions owing to the inability of Mr. Lloyd George to reach Paris before the end of the week.

MR. BONAR LAW'S AERIAL FLIGHT TO PARIS.

LONDON, January 11th.

Mr. Bonar Law is making an aeroplane flight to Paris to-day.

THE ALLIES AND RUSSIA.

PARIS, January 11th.

Two vital questions to be discussed next week are the measures to be taken against the Bolsheviks in Russia, and the lifting of the German blockade sufficiently to allow of the feeding of the peoples of the Eastern Provinces.

The sole object of the Allies in Russia is the defeating of Germany. At this moment there is no intention of increasing the number of troops in Russia, but the Allies have incurred an obligation to the Russian population in the various districts which the Allies occupied.

JAPANESE REPRESENTATIVE.

PARIS, January 11th.

Viscount Chinda, Japanese Ambassador in London, arrives in Paris to-morrow to participate in the Peace Congress.

PRESIDENT WILSON IN EUROPE.

VISIT TO DEVASTATED FRANCE POSTPONED.

PARIS, January 11th.

President Wilson's trip to the devastated regions in France has been postponed until a later date.

PRINCESS PAT'S MARRIAGE.

TO TAKE PLACE AT WESTMINSTER.

LONDON, January 11th.

The marriage of Princess Patricia with Hon. Alexander Ramsey takes place at Westminster Abbey.

FLOODS IN FRANCE.

SERIOUS DANGER AVERTED.

PARIS, January 11th.

A Havas message says: The Seine has commenced to fall, and the weather continues dry. The danger of a serious inundation is, for the moment, averted.

The flood affected Paris supplies of flour, large mills having to close down. It is officially stated that Paris has more than a month's supply in store.

FRENCH BREAD RATION.

AN INCREASE PROMISED SHORTLY.

PARIS, January 11th.

A Havas message says: The Food Minister promises to increase the quantity of the bread ration from February. Those entitled to 300 will be allowed 400 grammes.

THE SPREAD OF BOLSHEVISM.

INFECTION OF INDIA AND CHINA.

PARIS, January 10th.

A Havas message says: Representatives of Chinese workmen and soldiers residing in Russia have been summoned to a plenary assembly at Moscow. With their help, the Bolsheviks have resolved to send revolutionary emissaries to India and China headed by M. Vonnessenski.

CANTON NEWS.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

AVIATION PRACTICE.

Chang Wai-Leung, who has recently returned from America, held an aviation practice at Canton on the 10th instant. The machine rose to a height of about 4,000 feet, and circled over the city several times.

MILITARY GOVERNMENT TO BE REFORMED.

In regard to the reformation of the Military Government into a Constitutional Government, a joint meeting of both Houses of Parliament has been held, and it is said that a resolution in favour of the change has been carried.

A serious situation has arisen owing to the price of rice growing high day by day. The Civil Governor called on the Chamber of Commerce, yesterday, to discuss with the Committee relief measures.

It is said that vessels are proceeding to Canton with large quantities of rice from Shanghai, and the scarcity may be relieved for the time being.

The charitable institutions have appealed to the people for contributions on behalf of the poor.

TROUBLESOME TROOPS IN CANTON.

The Tuchun, learning that the troops in the city are very troublesome, has ordered the gendarmes to patrol the city, and treat the troublesome troops as rioters.

THE NEW GOVERNMENT.

It is officially announced that the Military Government, with the consent of the Parliament, is being named the Constitutional Government. All the powers and duties of the members of the Government and all regulations will remain as before.

AVIATION SCHOOL.

Many aviators including Tom Gun, Chung Wai-leung and others have recently returned to Canton and the Tuchun proposes to establish an aviation school.

THE PEACE ENVOYS TO EUROPE.

The M.P.'s propose to send telegrams to the Allies requesting them not to recognise the envoys who have been sent to the Peace Conference in Europe by the Peking Government, on the ground that these envoys do not represent the majority of the Chinese people. The telegram has been drafted and will be dispatched shortly.

FREEDOM OF THE SEAS.

Mr. Ian Macpherson, speaking at a meeting of the Epsom Literary and Scientific Society, recently, said whatever the views might be about the fourteen points of President Wilson, there was one which he would like to see disputed by us unless it meant what we meant—the freedom of the seas. We are an island (he said); our own security is the seas as for generations has sailed the seas as gentlemen, and until it is proved that we have sacrificed our honour, and polluted the seas by crime, we can never submit to weaken the security of our just pride.

If the freedom of the seas had been recognised as international law before the war our nation would have been destroyed, and thousands of American troops would never have reached our shores.

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

WOODROW WILSON STREET.

PEKING, January 12th.

The Wilhelmstrasse, the principal street in the former German Concession at Tientsin, was yesterday renamed "Woodrow Wilson" Street, with great ceremony, by Chinese officials.

A PLACE OF REFUGE FOR THE PARLIAMENT.

Chang Tso-lin has announced that inasmuch as the former Parliament, expelled from Peking, found refuge in Canton, the present Parliament, if driven out, may function at Mukden under his protection.

CABINET-MAKING.

A Mandate accepts the resignation of the Cabinet formally, and specially appoints Ministers to their former positions excepting in the case of the Ministries of Finance and War to which new appointments have been made.

[THROUGH REUTER'S AGENCY.]

SIR P. LUGARD RESIGNING GOVERNORSHIP OF NIGERIA.

LONDON, January 11th. The Colonial Office announces that Sir Frederick Lugard is resigning the Governorship of Nigeria.

[BY COURTESY OF THE "CHUNG NGOI SAN PO."]

PRESIDENT WILSON AND CHINA.

January 12th. The Minister in Paris has reported that President Wilson will assist China to abolish unfair treatment. President Hsu Shih-chang has sent a telegram of thanks.

PRESS ORGANISING.

A strong Journalists' Society has been formed in Peking, and many of the Foreign Press representatives have been enlisted in it.

THE SURPLUS SALT REVENUE.

The Banks have returned to the Peking Government the surplus of the Salt revenue for December.

THE CHINESE PEACE CONFERENCE.

The Cabinet has informed the Foreign Diplomats that the peace conference will be delayed owing to the envoys from the South not having been elected.

PEKING NEWS.

A fire broke out in the Foreign Affairs Department of the President's Office last night. Only slight damage was done. The Peking Government has allowed \$800,000 as expenditure by the Peace Envoys to Europe.

It is stated that Chang Wang has been appointed Superintendent of the Salt Revenue Bureau.

EXPERIENCES IN RUSSIA.

ALLEGATION AGAINST RASPUTIN DENIED.

Commander Locker-Lampson, M.P., lecturing before the Central Asian Society, recently, gave an account of his experiences with the armoured cars in Russia. In Moscow the party was received by the Grand Duke Nicholas, of whom he spoke in a highly appreciative manner. "He stuck loyally to his cause, and was the best friend in Russia that the Englishman ever had, and while we had a wholesome fear of him, there was really no need for this so long as we did our duty."

The lecturer said he had met Rasputin, said of him and his relations with the Royal family was perfectly untrue. He had been said that Rasputin was a German spy. He thought this unlikely. The monk was vain, and out for a good time, and, as he was in receipt of large sums of money from Russian officials, there was no need for him to go to Germany for funds. Rasputin was certainly the cause of the Revolution.

Many prisoners were taken during the campaign, the Austrians very often coming over in large numbers. In one instance a large party of Austrians, headed by a band, marched over to be captured, and were then anxious to join the Russians. He told them they would not be able to do this, but as they had come over with a band they could act in that capacity. "Once," he remarked, "a man were thirty hours getting the fleet of cars across a river. As soon as the last car was over, an order came from the General Staff to return, at once. The Russian plans were always being altered. I remember great preparations had been made for an attack, but some officers were so pleased to meet me that they made merry all night, and the attack was put off for a fortnight."

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A WONDER THERE HAS NOT
BEEN REVOLUTION.VIEW OF THE MINISTER FOR
NATIONAL SERVICE.

Four Ministers of the Government attended a luncheon as the guests of the Federation of British Industries at the Connaught Rooms, on October 31st, and dealt with industrial conditions after the war. Sir Auckland Geddes, the Minister of National Service, described the health of the country as bad, and said we had taken more interest in the pedigree of cattle, sheep, and pigs than we had in the great pedigree of our stock which was the British nation. Dr. Addison, Minister of Reconstruction, followed with a speech in which he referred to the question of industries after the war being freed from State control, and pointed to the value of an industrial armistice during the transition period. Mr. Hewins, Under Secretary to the Colonies, and Mr. Wardle, Parliamentary Secretary to the Board of Trade, were also present, and there was a large attendance of members of the Federation. Sir Vincent Caillard, who presided, in proposing "Our Guests," said the Federation hoped to help the Government for the national good in the work of reconstruction. (Hear, hear.) They would like to hear what the intention of the Government was with reference to the control of industry, which they believed ought to be relaxed as quickly as possible after the war, in order that the industry of the country might have that free play which was its life-blood. (Hear, hear.) With regard to demobilisation, the whole of the Federation recognised that one of its first and greatest aims immediately after the war was to employ the soldiers and sailors, the fruits of whose wonderful courage and splendid endurance we and the whole world were now reaping. (Cheers.) Sir Auckland Geddes, in reply, remarked that in a short time we should be faced by those problems which were summed together in one word—"Reconstruction." One of the very first would be the guaranteeing of the peace which we had won. The only thing that seemed to him to be possible to guarantee the peace of the world was an alliance of strong free nations. The strength of that alliance would depend upon the strength of individual nations, and therefore we must see that after the war Britain was strong in all that made a nation really strong. Right at the basis of the strength of the nation must be the feeling of the mass of the people that they were deriving physical and mental benefit for themselves and their children through their citizenship. There had been nothing more illuminating, and no bit of knowledge had been added to the common stock in the last four years more pregnant with possible results for good, than our knowledge of the great mass of physical incapacity which affected the whole population. He did not know whether they had seen the results of the vast numbers of medical examinations that had been carried out in the last four years. I can assure you, he continued, that there is nothing more appalling than the list of some thousands of men showing opposite their names the results of the medical examinations carried out by the recruiting boards. Page after page reads "tuberculosis," "tuberculosis," "tuberculosis," then "epilepsy"—our disease after the other, but tuberculosis more frequently than all the others put together. And tuberculosis is a disease which can be banished. (Hear, hear.) At this moment in this country there are hundreds of thousands of men dying of a disease that we have the knowledge to prevent, but that we do not prevent because we do not take the trouble.

INDUSTRIAL UNREST.
Is it reasonable to expect that any nation, of which that which I have just stated can be said with truth, will show a whole-hearted and unanimous support to the State? We have industrial unrest. I do not wonder that there has not been a revolution years ago, because that record of health bespeaks a record of bad housing, of insufficient food, of insufficient light, of insufficient air, of insufficient sleep, and of insufficient recreation that reflects in the most dreadful way upon our whole life as a nation. (Hear, hear.) The health of this country is bad, and before we can build a really sound State we have got to do all we can to put that health right. It will take more than a generation, but we can start. (Hear, hear.) Only if production was carried forward on an enormous scale would we be able to meet the cost of the war and the cost of peace. It behooved everyone to break with any economic past he had got, and face the future in the light of the problems of the future. He had a dream—it might be a foolish dream—that out of the parties that there were we should form a Centre, or, as had been suggested, a "Commonwealth party," a name that appealed to him most. Referring again to the health of the country, he said we had taken more interest in the pedigree of cattle, sheep, and pigs than we had in the great pedigree of our stock, which was the British nation. If we returned to the old system of parties we should drift inevitably on to the rock, and instead of finding in peace a great opportunity for strengthening the nation and improving its power for good, we should find disaster. (Hear, hear.) Dr. Addison also replied, and said the first big problem with respect to the restoration of our basic industries was clearly the liberation and the supply of essential raw materials. "We have already got in our dossier," he added, "arranged with the Shipping Controller, a programme of shipping directed to bringing over as quickly and as soon as possible any raw materials of which our industries are short, and I am glad to tell you that this Ministry of Shipping is quite sanguine as to their being able to provide, at quite short notice, the necessary tonnage." (Cheers.) Reference had been made to

(Continued at foot of next column.)

FOUR YEARS IN CUPBOARD.
HOW FRENCH PEOPLE SAVED A
BRITISH SOLDIER.

If there was a means of registering an opinion as to who is the happiest woman in the world the public would probably plump for Mrs. Patrick Fowler, who with her two young sons, occupies a tiny little cottage in Wharf Street, a little out-of-the-way thoroughfare in the ancient and royal borough of Devon.

Mrs. Fowler said farewell to her husband, a gallant hussar, at Aldershot in 1914, just as the storm of savagery broke over Europe, and since then the only communication she has received from him was a postcard written "on the field" and then, occupied in the great Hampshire garrison. Letters she had addressed to her husband never reached him, and the solitary field card, a few days after he arrived in France, is all the tangible proof that she has had that he ever landed in that grief-stricken country. She inquired of everyone and everywhere, including the War Office, but still no news, till, eventually, in March two years ago, the War Department informed her that no trace could be found of the missing soldier, who must therefore be presumed to have fallen in action on or about August 28th, 1914.

The "death certificate" was dated March, 1916, after which the Government allowed the full pay for six weeks, and then a "widow's" pension, with an allowance for the two "orphaned" children. Still the "widow" clung to the faint hope that one day her husband would be found, but that slender hope was scattered to the four winds in the autumn of the same year, when she received a communication from the soldier's captain which seemed to establish the question beyond all doubt: it gave the probable date of death, the scene where he fell, as being four miles south of Cambrai. This information from Captain (afterwards Col.) Lawson, to whom Patrick Fowler was servant, blanketed everything; there was no doubt in the woman's mind now that she was a widow, and her children orphans. And, as though to entirely destroy any uncertainty, she received her husband's long-service and good conduct medals from the War Office. He was an old soldier, having joined the Hussars in Dublin in 1890, so that he has now 29 years' continuous service to his credit.

After these years of agonising uncertainty, words fail to convey the delicious joy in that little home when the wife learned that her husband is alive and well. The dramatic message reached the distracted wife and mother through the good offices of Lady Lawson, who lives in London. It is difficult to say which has gone through the greatest mental agony in the last four years—the husband, who has suffered enough to unhinge any ordinary man's mind, or the wife, who has quietly borne these years of indescribable suspense. It appears that Fowler was with General Sir Horace Smith-Dorrien's forces when they made their great stand at Le Cateau in August, 1914. Fowler got cut off in a wood, and was found by a Frenchman in the subsequent January in an almost hopeless state from starvation. The gallant Frenchman got him back through the German lines to the home of his mother-in-law, who had been sent and care of the British soldier. She did so, in spite of the life-and-death risk which it was patent she was running, sharing what food there was in that little peasant cottage.

The risks of detection were very great, for overhead, in a loft of that two-roomed cottage, German soldiers were billeted. Fowler was concealed in a narrow cupboard, where he could little more than crouch for days together, whilst at other times he lay underneath a mattress which had been hollowed out in the centre. At other times he good in deep hole in the other cupboard, with a basket, in which were potatoes, over the "mouth" of the cavity. How his heart must have throbbed can be imagined from the fact that at night-times the Germans used to steal from the loft and "lift" the potatoes from the very basket over the British soldier's head. It was rarely that he could get exercise—only when the Germans happened to be out of the loft. Then he would stretch himself out by means of skipping-rope and other improvised gymnastics. Until the Allies reached Le Cateau again those French folks nursed, tended, and shielded him, whose life they undoubtedly saved, and though their food supplies were reduced to the narrow limits of the meal of the Widow of Zorobabab, they, like her, gave of what there was and the "barrel of meal" did not run out.

the question of control. He knew perfectly well that it was essential to the restoration of our great industries that they should be freed from control orders at the earliest possible moment, and the investigation which they were making into supplies would be directed towards freedom from control as soon as ever they were advised it was safe the materials and supplies which were now controlled. (Hear, hear.) He wished they could see an industrial armistice during the transition period. He was convinced if we could achieve an industrial armistice during that period there would be an era of prosperity for British manufacturers which they had never experienced before—unless during the war. (Laughter.) The demands for machinery and for restoration were prodigious, and there would be many customers for British goods. The anxiety which they had was in the transition period. It was then that he hoped they would support them when they proposed exceptional measures. They could not hope, nor did they desire, to go back to some of those methods which checked production in the past. In that connection they were confronted with one of the most difficult and thorny problems that had ever confronted the country. They must, in his view, keep their pledged word to the trade unionists. He was confident that neither they nor the members of their federation failed to recognise that the necessities of the future required a vastly different system than had prevailed in the past.

Mr. Hewins and Mr. Wardle also replied, the latter remarking that he hoped the time was not far distant when instead of separate conferences of Labour and Capital, they might see the possibility of joint conferences. (Hear, hear.)

THE SOCIALISTS OF GERMANY
PERILS OF THE NEW
GOVERNMENT.

The war split the German Social-Democratic party in two, as, indeed, it split the Socialist parties in all the belligerent countries. The Majority Socialists, under the leadership of Scheidemann, Sudekum, David, and Ebert, accepted the Junker contention that Germany was fighting a war of defence. They rallied to the Government, supported the war credits in the Reichstag, palliated the excesses in Belgium as necessities of war, and their leaders have been the constant and valuable apologists of German policy and German methods. It was asserted by the French Socialists and by English Socialists like Mr. H. M. Hyndman that without the support of the Scheidemann faction the Kaiser would not have dared to provoke war, and the German Majority have been bitterly denounced as "traitors to the International."

The war, however, was opposed from the beginning by the Minority Socialists led by Herr Liebknecht, the son of one of the founders of German Social Democracy, Herr Ledebour, and Herr Haase. The Minority has always agreed with the Allied peoples in regarding the war as a deliberate bid for world domination by the Kaiser and the Pan-Germans. Its representatives in the Reichstag have voted against war credits, and many of its leaders, including Herr Liebknecht, have been imprisoned.

HATE OF KAISERISM.

In 1914 the Socialist party had over a million paying members. It could, however, count on the votes of four times that number of electors. The party was the only political body in Germany that steadily fought autocracy, and it therefore received the electoral support of large sections of Germans who hated Kaiserism but had no enthusiasm for Marxism. This large mugwump support naturally affected the party's policy. From the British point of view the German Social Democrats have been, as practical politicians, little more than moderate Radicals.

While Herr Bebel lived the party held together. When he died the party held together, and the war effected a definite cleavage between the right of the party and the left.

It would be a grievous mistake to suppose that the Ledebour-Liebknecht section has any affinity with the Russian Bolsheviks. The Russian revolutionary has always been at least a sentimental Anarchist. Bakunin was the typical Russian revolutionary, as Marx was the typical German. The German Socialist, whatever shade of opinion he affects, is Bismarckian in his love of discipline and his belief in order and obedience. The German moves happiest in droves. The Russian thinks of liberty as the ability to do exactly what he himself chooses. Bolshevism has been denounced in Germany, not only by the Scheidemanns, who were regarded even to swallow and defend the Brest-Litovsk treaty, but by the Minority leaders also.

FEW EXTREMISTS.

There is a small extreme section in Germany, to which the well-known word "revolutionist" does not apply, belongs, which may be sympathetic with Bolshevism, but hitherto this faction has been inconsiderable. The German trade unions, have been pro-war from the beginning.

Despite the fact that the Majority controlled the party organisations and that the official Socialist paper, *Vorwaerts*, became a Government organ, it has been growing weaker and the Minority has been steadily growing stronger during the last four years. The membership of the official party has fallen by nearly seventy-five per cent. This is partly explained by the mobilisation, but still more by defections to the Minority. The circulation of *Vorwaerts* has fallen, while the circulation of the papers that support Ledebour and Liebknecht have risen.

It is stated that the new German Government that came into power with Herr Ebert as Chancellor would contain representatives of the Minority. The German revolution is obviously led by the Minority and by the wildest revolutionary spirit. In Munich, Herr Kurt Eisner, a Liebknecht Socialist who lost his position on the staff of *Vorwaerts* because he opposed the war, is at the head of the provisional Bavarian Government. In Hamburg and Bremen, Herren Haase and Liebknecht have taken charge. It is the Majority that has directed, if it has not inspired, the popular rising that has destroyed the empire. It is, therefore, at least possible that the Minority leaders may decline to join the Ebert Government. They are for an out-and-out clean sweep, and Ebert's Government is, therefore, not too secure. — *Express*.

GRATUITIES FOR OUR FIGHTERS.

The following appears in the *Daily Graphic*, dated 21st November, 1918:—The Chancellor of the Exchequer announces that a special gratuity will be payable to the warrant officers, non-commissioned officers and men of the Army and Royal Air Force.

The private who has served overseas will get £5 for the first year, with 19/- month in addition after the first year; corporals £6, with like addition; sergeants £8; class 2 warrant officer £12, and class 1, £15, with the same additions. Five years' service entitles a private to £20, and the highest rank of warrant officer to £30. The private who has served overseas will get £5, corporals £6, sergeants £8, and class 2 warrant officers £12, and class 1, £15. The additions are at the rate of 1/- for the subsequent period of service: £17 for private and £27 for first-class warrant officers.

A further announcement will be made to the Royal Navy.

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SHIPPING NEWS

ARRIVALS

January 12th.
Chefoo, Chinese str., 684 tons, Capt. Foy, from Haiphong, whence she left on January 10th, with a general cargo.
Kaiping, French str., 177 tons, Capt. Panner, from Haiphong, whence she left on January 10th, with a general cargo, including pigs.
Ningpo, British str., 1,225 tons, Capt. Prier, from Saigon, whence she left on January 10th, with a cargo of rice.
January 13th.
Chungking, British str., 1,205 tons, Capt. Robinson, from Swatow, whence she left the previous day, with a general cargo.
Euphrates, British str., 2,360 tons, Capt. Gale, from Singapore, with a cargo of bulk oil.
Melville, British str., 5,000 tons, Capt. Wright, from Vancouver, whence she left on December 1st, with a general cargo.
Nagasaki, Japanese str., 312 tons, Capt. Takahashi, from Fusan, with a cargo of oil.
Satsuki, Japanese str., 1,209 tons, Capt. Araki, from Muku, whence she left on January 7th, with a cargo of coal.
Sennar, American str., 1,450 tons, Capt. Captill, from Singapore, whence she left on January 7th, with a general cargo.
Singapore, British str., 1,394 tons, from Shanghai and Amoy, with a general cargo.
Tama Maru, Japanese str., 240 tons, Capt. H. Takasaki, from Yaw, with a cargo of sugar.
Tenbu Maru, Japanese str., 2,004 tons, Capt. Takada, from Singapore, with a general cargo.
Yuen Sang, British str., 1,128 tons, Capt. Wheeler, from Manila, whence she left on January 10th, with a general cargo.

CLEARANCES

January 11th.
Arbita Maru, for Tacoma.
Chien Maru, for Bangkok.
Chindia, for Singapore.
Dunbar, for Bombay.
Hakong, for Foochow.
Jade, for Haiphong.
Kaigo Maru, for Keelung.
Mishima Maru, for Yokohama.
Patong, for Saigon.
Phuaphe, for Saigon.
Purba, for Shanghai.
Shao Hwang, for Dairen.
Shun Cheung, for Kwong Chow Wan.
Sunkiang, for Canton.
Sueh Maru, for Canton.
Sukow Maru.
Taisho Maru, for Yokohama.
Tanout, for Canton.
Wing Hany, for Kwong Chow Wan.
Yungshan, for Saigon.
January 13th.
Agamemnon, for Shanghai.
Arayaka Maru, for Yokohama.
Diva, for Bangkok.
Doran Maru, for Nagasaki.
Hoping, for Hobei.
Kyo Maru, for Valparaiso.
Kwai Wei, for Quinlon.
Kwong Tai, for Kwong Chow Wan.
Lok Sang, for Haiphong.
Lachow, for Bangkok.
Nam Kan, for Haiphong.
Namwan, for Hongkong.
Shanki, for Macao.
Shun Cheung, for Singapore.
Sui Yan, for Canton.
Tai Yuen, for Melbourne.
Taishin Maru, for Bombay.
Venezuela, for San Francisco.

WEATHER REPORT.

January 13th, at 12.15.—No returns from Japan and Vladivostok. The anti-cyclone has increased in intensity and pressure has increased moderately over the China coast and Formosa; and slightly elsewhere. Fresh to strong monsoon will prevail along the China coast, and over the N. China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 0.32 inches, against an average of 0.33 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.
Hongkong to Gap Rock — (N.E. winds strong; cloudy, occasional rain.
Formosa Channel — (N. winds, strong to gale.
South Coast of China between the same as Hongkong and Lamook — No. 1.
South Coast of China between the same as Hongkong and Hainan — No. 1.

HONGKONG TIDE TABLE

From 14th to 20th January, 1919.

Day of Week	Day of Month	HIGH WATER		LOW WATER	
		H'g. in ft.	Time	H'g. in ft.	Time
Tues.	14	h. m.	ft. in.	h. m.	ft. in.
		9 10	4 2	9 24	1 1
		4 38	7 7	0 38	3 6
Wed.	15	9 07	4 3	9 30	0 7
		4 16	7 9	1 30	3 3
Thurs.	16	10 33	4 3	3 44	0 0
		0 44	7 0	3 18	3 3
Fri.	17	11 5	4 4	4 31	0 0
		0 48	7 7	3 33	3 2
Satur.	18	11 36	4 5	4 50	0 7
		10 28	7 4	3 47	3 1
Sun.	19	0 7	8 0	5 19	1 0
		11 0	8 9	4 23	3 1
Mon.	20	10 39	4 7	6 3	1 4
		11 41	8 3	5 10	3 2

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
MARSEILLES	LUXON MARU	Jap. str.	1	...	Osaka Shosen Kaisha	On 13th inst., at Noon.
MARSEILLES & LONDON via SPORE, PANG & C.	NORA	Brit. str.	1	...	P. & O. S. N. Co.	About 22nd Feb.
LONDON or LPOOL via SPORE, PANG & C.	TAMBA MARU	Jap. str.	1	...	NIPPON YUSEN KAISHA	On 24th inst., at 11 a.m.
SAN FRANCISCO via SHANGHAI JAPAN & C.	NANING	Am. str.	1	...	CHINA MAIL S.S. CO., LTD.	To-day, at Noon.
SAN FRANCISCO via SHANGHAI & J. PAN, & C.	SIBERIA MARU	Jap. str.	1	...	TOYO KISEN KAISHA	On 27th inst.
YANCOOVER via SHANGHAI JAPAN & C.	ECUADOR	Am. str.	1	...	PACIFIC MAIL S.S. CO.	On 29th inst.
VICTORIA, VANCOOVER, SEATTLE & TACOMA	EMPERESS OF JAPAN	Brit. str.	1	...	CANADIAN PACIFIC O.S. LD.	To-morrow.
AUSTRALIAN PORTS via MANILA	CHICAGO MARU	Jap. str.	1	...	OSAKA SHOSHEN KAISHA	On 19th inst., at 3 p.m.
Buenos Aires, Rio de Janeiro, & C.	KATORI MARU	Jap. str.	1	...	NIPPON YUSEN KAISHA	On 21st inst., at 11 a.m.
VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO	SUMATRA MARU	Jap. str.	1	...	OSAKA SHOSHEN KAISHA	On 23rd Feb., at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	AKITO MARU	Jap. str.	1	...	TOYO KISEN KAISHA	On 18th Mar.
CHIEFOO	KITANO MARU	Jap. str.	1	...	NIPPON YUSEN KAISHA	On 18th inst., at 11 a.m.
SHANGHAI	FAUSANG	Brit. str.	1	...	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	SINKING	Brit. str.	1	...	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at D'light.
SHANGHAI	SUIYANG	Brit. str.	1	...	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI MOJI, KOBE & YOKOHAMA	KAIFONG	Brit. str.	1	...	BUTTERFIELD & SWIRE	On 18th inst., at 11 a.m.
SHANGHAI	NORA	Brit. str.	1	...	P. & O. S. N. Co.	On 18th inst., at 10 a.m.
TAKAO via SWATOW & AMOY	WINGANG	Brit. str.	1	...	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 0'11
KEELUNG via SWATOW & AMOY	SINGAN	Brit. str.	1	...	BUTTERFIELD & SWIRE	On 21st inst., at Noon.
SWATOW & SINGAPORE	SOCHI MARU	Jap. str.	1	...	OSAKA SHOSHEN KAISHA	On 18th inst., at 5 a.m.
SWATOW & BANGKOK	AMAKURA MARU	Jap. str.	1	...	OSAKA SHOSHEN KAISHA	On 19th inst., at 10 a.m.
SWATOW, AMOY & FOOCOW	LI CHOW	Brit. str.	1	...	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
MANILA	URANGHONG	Brit. str.	1	...	BUTTERFIELD & SWIRE	On 16th inst., at 10 a.m.
SINGAPORE	HAIBONG	Brit. str.	1	...	DOUGLAS LAFRAIK & Co.	On 21st inst., at 1 p.m.
COLOMBO	YUENANG	Brit. str.	1	...	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 3 p.m.
BOMBAY via SINGAPORE, MALACCA & COLOMBO	VAN WAREWICK	Brit. str.	1	...	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 3 p.m.
STRAITS & CALCUTTA	SHINKO MARU	Jap. str.	1	...	NIPPON YUSEN KAISHA	On 23rd inst.
	TAIJI MARU	Jap. str.	1	...	JAVA-CHINA-JAPAN LINE	End of Jan.
	YITIM	Brit. str.	1	...	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 2 p.m.

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VIA	USUAL PORTS OF CALL	DATE
"EMPERESS OF JAPAN"	...	16th January.
"EMPERESS OF RUSSIA"	...	30th February.
"EMPERESS OF ASIA"	...	30th March.
"MONTEAGLE"	...	5th April.
"EMPERESS OF RUSSIA"	...	17th April.
"EMPERESS OF ASIA"	...	16th May.
"MONTEAGLE"	...	10th June.
"EMPERESS OF RUSSIA"	...	18th June.
"EMPERESS OF ASIA"	...	10th July.

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HONGKONG.

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)
FOR
"FAURANG" Thurs., 16th Jan. Noon.
"CHIPSING" Fri., 17th Jan. D'light.
"YUENSANG" Fri., 17th Jan. 3 p.m.
"VITIM" Sat., 18th Jan. 3 p.m.
"YUENSANG" Tues., 21st Jan. D'light.
"YUENSANG" Tues., 21st Jan. 3 p.m.
"LOONGSANG" Fri., 24th Jan. 3 p.m.
CALCUTTA LINE.—This line is temporarily discontinued owing to the war, but as present a monthly service is maintained with Calcutta by the s.s. "KWAISANG" and "VITIM." Calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and carries a fully qualified Surgeon.
SINGAPORE LINE.—The s.s. "VAN WAREWICK" leaves for Singapore approximately every fortnight. This vessel has excellent accommodation for first-class passengers, and is fitted throughout with Electric Light and Fans and also carries a fully qualified Surgeon.
SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.
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HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hobei when inducement offers.
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Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Datt.
HENTIAN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.
UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description mixed thereto.
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MANAGERS.
[150]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
OCEAN STEAMSHIP CO., LTD.,
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"AGAMEMNON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 11th January.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 17th January will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before the 21st January, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 10th, 1919. [161]

NOTICE TO CONSIGNEES.

S.S. "VENEZUELA" VOY 10-OUT
FROM SAN FRANCISCO, via YOKOHAMA, VLADIVOSTOK AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports, consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignee's risk.
Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 16th January, 1919, at 10 a.m.
All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 17th January, 1919, will be subject to rent.
No Fire Insurance whatever will be effected.
Consignees are requested to send in their Bills of Lading for countersignature immediately.
PACIFIC MAIL S.S. CO.,
J. ORAM SHEPARD,
Acting Agent.
Hongkong, January 11th, 1919. [169]

S.S. "PORTHOS."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 18th inst., at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 22nd inst., or they will not be recognized.
All damaged packages will be examined on Saturday, the 18th inst., at 10 a.m.
No Fire Insurance has been effected.
J. TOURNET,
Acting Agent.
Hongkong, 12th January 1919. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITE- RANEAN PORTS & LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, AMERICAN, CONTINENTAL AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer, carrying J. H. Majesty's Mail, will be despatched from this port at usual, taking Passengers and Cargo for the above Ports. Passengers' accommodation in the connecting vessel, secured before departure from Hongkong. Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.
Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, sailing dates, etc. apply to
E. V. D. PARR,
Superintendent.

FRENCH LESSONS

G. MOUSSON.
15, MOARISON HILL ROAD.
[16]

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW and SINGAPORE	"LUCHOW"	On 14th Jan. 10 A.M.
SHANGHAI	"SINKIANG"	On 14th Jan. Noon.
SWATOW and BANGKOK	"CHANGCHOW"	On 16th Jan. 10 A.M.
SHANGHAI	"SUICHANG"	On 16th Jan. Noon.
SHANGHAI	"KAIFONG"	On 18th Jan. 10 A.M.
SHANGHAI	"SINGAN"	On 21st Jan. Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

Telephone 36

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passenger Electric Light and Fans in staterooms and Saloons and excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 8 to 10 Days).

"HAIHONG" ... Capt. J. W. Evans ... TUESDAY, 21st Jan. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blakely Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are

equipped with all modern conveniences and carry a daily qualified surgeon.

Freight or Passage apply to—

DAVID SASSOON & CO., LTD.,
Agents.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MAIL AND PASSENGER SERVICES

TO
STRAITS, BURMA, COLOMBO, INDIA, AUSTRALASIA, EGYPT,
MAURITIUS AND SOUTH AFRICA.

FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about 1919	Due at Marseilles about	Due at London about
NORE...	23rd February.	30th March.	8th April.
NOVARA ...	9th March	13th April.	22nd April.
NELLORE ...	26th March.	30th April	10th May.

FOR

BOMBAY VIA STRAITS AND COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DILWARA...		29th January.

SAILINGS ALSO TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about
NORE DUNERA ...	29th January. 29th January.

Tickets Interchangeable with B. I. S. N. Co., between ports common to both Companies.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

* For Shanghai only.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cables are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godown for examination by the Consignee, and the Company's Surveyors, Messrs. GOSNOLD & DUFFELL, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, etc., apply to
E. V. D. PARR,
Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	SADO MARU 12,560 Tons	17th Jan. at 11 A.M.
YOKOHAMA	KAWACHI MARU 12,300 Tons	19th Jan. at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	KITANO MARU 15,990 Tons	18th Jan. at 11 A.M.
YOKOHAMA	TANGO MARU 13,780 Tons	22nd Feb. at 11 A.M.
SHANGHAI, MOJI & KOBE	TENSHO MARU 7,000 Tons	14th Jan.
AKITA MARU	8,750 Tons	19th Jan.
LONDON or LIVERPOOL, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	TAMBA MARU 12,510 Tons	24th Jan. at 11 A.M.
	MISHIMA MARU 15,960 Tons	7th Feb. at 11 A.M.
MELBOURNE via MANILA, ZAMBOANGA, TRUSSARDI, TOWNVILLE, BRISBANE & SYDNEY	NIKKO MARU 9,900 Tons	3rd Feb. at 11 A.M.
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL	KAMAKURA MARU 12,410 Tons	19th Feb. at 11 A.M.
BOMBAY via SINGAPORE, MALACCA & COLOMBO	TAIAN MARU 7,000 Tons	24th Jan.
CALCUTTA via SINGAPORE, PENANG and RANGOON	SHINCHIKU MARU 7,000 Tons	25th Jan.
	KEIFUKU MARU	25th Jan.

† Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

VIA

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

Next sailings from Hongkong.

† KATORI MARU ... Thurs. 11th Jan. at 11 A.M.
† FUSHIMI MARU ... Thurs. 27th Mar. at 11 A.M.

† Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.
S. YASUDA, Manager.

Telephone 268 and 229

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
HIBERIA MARU	20,000	27th Jan. 1919.
TENYO MARU	22,000	8th Feb.
KORRA MARU	20,000	10th Feb. From Kobe.
SHINYU MARU	22,000	5th Mar. 1919.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SAILING ORUZ, BALBOA, OALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
ANYO MARU	11,000	Mar. 18th, 1919.
NIPPON MARU	11,000	May 7th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN STEAMERS, LTD. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—
T. DAIGO, Manager,
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM SHANGHAI

SERVICE TO AND FROM EUROPE

For MARSEILLES via HAIPHONG, SAIGON, Etc.
"SPHINX" ... on or about Jan. 27th.

Ports of call:—Shanghai, Hongkong, Haiphong, Saigon, Singapore.

Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, apply to

J. TOURTET,
Acting Agent,
Queen's Building.

Telephone 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

MARSEILLES—Monthly direct service via Singapore and Port Said.
"LUZON MARU" Wednesday, 12th February, at Noon.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SUMARTA MARU" Saturday 16th February, Noon.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

BATAVIA, SOURABAYA, SAMARANG—Monthly direct service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.

VICTORIA, VANCOUVER, SEATTLE, TACAMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"CHICAGO MARU" Sunday, 19th January, at 3 P.M.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.
"SOSHU MARU" Thursday, 16th January, 8 a.m.

For KEELUNG via SWATOW AND AMOY.
"AMAKURA MARU" Sunday, 19th January, at 10 A.M.

For sailing dates and further particulars please apply to—

K. YAMASAKI,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry). "CHINA" (10,800 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" Jan. 14th, 1919, Noon. "CHINA" Feb. 6th, 1919.

An unsurpassed high-class passenger service.

O. M. RITTER, Freight and Passenger Agent,
Lee House Street, Tel. 123.

